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Good Morning! It's Friday, December 29, 1978

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Insight Highways lag behind city growth

Billboards, cement, parts cause delay

By Elizabeth Barnhill
Missourian staff writer

Two billboards kept the intersection of U.S. 63 and Route WW a danger spot for nearly three years. The high cost of cement, unrealistic expectations by the Highway Department and problems obtaining parts for traffic signals created two other accident-plagued areas for Columbia motorists. This article, the second in a two-part series on the Missouri Department of Highways, will look at these three areas, and at how projects might be completed sooner.

Highway Department seeks solution to Stadium Boulevard problem Page 12A

The intersection of Route WW and U.S. 63 was considered one of the most dangerous in the state. During 1973-78 when the department was planning and constructing the interchange, 77 accidents occurred there.

Construction was delayed for three years, 1974-76, because the department refused to pay \$2,600 for two billboards. Between 1974 and April 1976, 31 accidents occurred and 26 persons were injured. Finally, caution lights and speed bumps were installed.

The Weatherby Advertising Co. owned two billboards on land needed to build the interchange. The Highway Department purchased the land, but refused to pay Weatherby for the billboards. Weatherby's lease had expired prior to the sale, so the department contended it owed nothing. The case eventually went to the Missouri Supreme Court, which ruled that the Highway Department had to buy the billboards.

For a department with a budget that allows \$1 million a mile (1.6 kilometers) for construction, why is \$2,600 worth the trouble?

Bruce Ring, chief counsel for the Highway Department, says that a state cannot "pay someone something to which he's not entitled." Although the intersection was dangerous, he says the state could not make unwarranted payments just to speed up a project.

The state can pay and then sue to recover, but even this requires a lower court decision, which takes time. "This was a peculiar case. If the lease had not been terminated by the owner, we never would have questioned whether

(See HIGH COST, Page 12A)

11 die in Portland, Ore., jet crash

From our wire services

PORTLAND, Ore. — A United Airlines DC-8 jetliner carrying 177 holiday travelers and a crew of eight crashed in northeast Portland at about 8:15 p.m. CST, demolishing two unoccupied homes and scattering wreckage over a wide area.

A fire district spokesman said 11 bodies had been recovered from the wreckage, including three children. Hospitals reported they were treating nearly four dozen injured, including five in critical condition.

But the majority of the passengers were able to escape the wreckage and wander into nearby homes for help.

The plane, Flight 173, was preparing to land at Portland after a flight from New York with a stop in Denver.

The crew of the plane, which had been scheduled to arrive in Portland at 7 p.m. CST, noticed a warning light indicating that the nose landing gear

was not functioning properly, an airline spokesman said. The jet circled the airport for about 45 minutes, then the pilot of the airliner radioed to the control tower: "Mayday! Mayday! Engines are flaming out! We are going down! We're not going to make the airport."

One survivor, Henry Germond of Lake Oswego, Ore., said that there was no panic after the pilot told passengers to put their heads between their knees in preparation for a crash landing.

"There were four or five impacts and then we finally came to a halt," he said. "Everything in front of seat No. 5 was just gone. The wings were sheared off."

There was no fire and the passengers exited quickly from the rear of the plane. Emergency crews reached the wreckage within minutes because of advance warning that the plane was having trouble.

Amy Connor, 17, a passenger, said, "We knew when they tried to let down the landing gear that

something was wrong." She said the passengers were prepared for the crash. "I just prayed. I was sitting next to another girl and we held hands," she said.

Teresa Salisbury, who lives beside one of the demolished houses, said four dazed passengers came to her door and asked for a drink of water.

"They told me that the pilot had told them the plane's landing gear would not work and they had been circling," Mrs. Salisbury said.

She said she heard a loud explosion and then silence when the plane hit.

The jetliner crashed in an area of scattered homes and apartment buildings just south of the airport and came to rest in a field.

One nearby resident, Mrs. Edward Roland, said she and her husband were watching television when they heard a "terrible noise."

"We rushed outside and the whole sky lit up," she said. "I thought it was thunderstorms at first and then I said, 'Oh, no, it's a plane going down' —

it was the only other thing I could think of."

Another resident, Wanda Anderson, said she heard a big boom and the electricity went out. "I thought, 'Oh, God, it hit that apartment building over there. Thank God it didn't. It did not hit any apartments, it's in a wooded area.'"

The plane remained virtually intact and there was no fire but the nose buckled, according to county fire spokesman Neil Heesacker.

The plane landed on and demolished a vacant house, skidded across a street tearing down power poles and lines, and then into a thicket of fir trees between two rows of houses, coming to rest in the backyard of Mrs. Richard Walmer.

"I was in the kitchen preparing dinner for my son when I heard the crash," Mrs. Walmer said. "I thought one of the fir trees had fallen down. My daughter Debbie said, 'Mom, the table moved.' I looked out in the back yard and it was all black and I heard voices. Some people came and asked us to call the police."



Demonstrators use discarded Christmas trees to set army jeep afire in Tehran

UPI telephoto

Iran frozen by strikes; 'big push' on

From our wire services

TEHRAN, Iran — Opponents of Shah Mohammad Reza Pahlavi consolidated strikes in all sectors of the Iranian economy Thursday, attempting to bring down the monarchy by disrupting every aspect of national life.

The central banks shut down, stores failed to open, the state airline suspended operations and oil refineries stopped production. Tens of thousands of Iranians waited hours to fill jerry cans of rationed heating oil, sometimes fighting with soldiers and among themselves, and cars that had run out of gasoline were abandoned on the streets.

Foreign employees of oil concerns were leaving the country in large numbers on the advice of their companies, raising the prospect of an indefinite continuation of the three-day shutdown of Iran's oil industry.

The evacuations are reported to include both employees of oil contractors operating in Iran and foreign nationals — about 500 people in all, including 200 Americans.

Shooting and demonstrations continued in the capital, although at a lesser level than during the daylong clashes Wednesday. Protesters in the streets were reported to have told each other "the big push is on." A knowledgeable Western diplomat said the phrase "the big push" had become a refrain among opposition political groups and the followers of Islamic activists who have directed the two-month drive to bring down the imperial house.

A test of wills had developed around the shah's apparent reasoning that the shortages growing out of the developing general strike could be turned around to work against the opposition movement behind it. A spokesman for the imperial court told a reporter, "We've already heard that

(See FUTURE, Page 14A)



Shah

Court moves carefully on chair for prosecutor

By Maureen Burnett
Missourian staff writer

When you need to cut \$100,000 to balance your budget, every dollar counts.

So the Boone County Court is carefully considering every investment — even a \$250 chair for the prosecuting attorney.

Without the chair, Joe Moseley would be sitting on the floor Tuesday when he becomes the new county prosecutor. Most of the office furniture is moving to the magistrate's office with outgoing prosecutor and

new Magistrate Judge Mill Harper.

The court spent 20 minutes Thursday weighing the pros and cons of three chairs: a \$310 judge "posture chair," a \$275 judge's chair and a \$249.50 high back executive chair.

"It is precisely described (in Moseley's bid)," Presiding Judge Bill Frech said. "I think the immediate delivery is where the problem is."

The court then began looking for differences in the three models.

"There's the same difference (See BUDGET, Page 12A)

Field agent reinstated to budget

By Kate Gerwig
Missourian staff writer

One day after Boone County Assessor Tom Drane announced his resignation, the County Court decided Thursday to put the assistant field agent's position back into the assessor's budget.

Drane announced Wednesday he will retire on March 1 because proposed budget cuts have made it impossible to run his department. One of the cuts slashed the salary of his only field assistant.

Southern District Judge Carolyn Lathrop told the court if Drane and his assistant both leave, the county would have no experienced personnel in that office. Mrs. Lathrop added that although the 1979 budget still has to be

cut, "We might be cutting off our nose to spite our face in this one case."

After hearing the court's resolution to keep his field assistant, Drane said he still would not stay to finish the last 2½ years of his term.

"I've made up my mind," he said. "If I had known about this before I made my decision, I might have stayed. But the work load is just too hard on my health."

This year, \$8,000 was included in Drane's budget to hire an assistant, but he couldn't find anyone to take the job for that amount. Six weeks ago he hired his field man at \$8,800 on the condition that he would be paid \$10,000 in 1979.

"Are we supposed to tell this man he has no job in one week?" Mrs. Lathrop asked. "I feel like we really need some

help out there to get all the houses registered so we can get that revenue in here."

Both Presiding Judge Bill Frech and Northern District Judge Dick Farmer agreed it is important to keep the assessor's field man on board to improve assessment outside the city limits.

The assistant assessor's position became a reality just six weeks ago, but plans for it have been in existence for the past five years. Farmer suggested that money for the assistant's salary be taken from revenue sharing funds and added back into the assessor's budget.

"I don't think we have to talk about exactly where the money will come from right now," Frech said. "We don't know where a lot more money than that

is coming from."

In other business, the court accepted the Boone County Planning and Zoning Commission's recommendation that a preliminary plan for the Silver Creek subdivision be denied. The commission had objected to any additional development in that area of Boone County.

The subdivision would be located six miles (9.6 kilometers) north of Columbia on land that is currently zoned A-2. This agricultural zoning classification requires that lots be at least 2½ acres (10 hectares).

Farmer and Lathrop voted for the plan because it fills all A-2 zoning requirements. But Frech voted against

(See COURT, Page 12A)

Winter finally arrives: snow expected tonight

By Sarah Leen
Missourian staff writer

Winter returned to central and east central Missouri early Thursday morning, appearing as freezing rain and drizzle. Frozen puddles covered car windshields, ice glazed steps, sidewalks and streets, and trucks jackknifed on I-44 near Springfield. Traffic snarled.

The fickle nature of Missouri weather, however, makes all that seem like a passing nightmare, with temperatures expected in the 40-degree F (4 C) range today.

But it is merely the calm before the storm. Rain turning to snow is predicted for tonight, and temperatures may plunge to the lowest thus far this season.

"I expect 1 to 3 inches (2.5 to 7.5 centimeters)," said Russ Marshall, weather service specialist for the National Weather Service at Columbia Regional Airport. "And it will stick. Winter time's here, it looks like."

"Winds are gonna be quite strong which could cause some drifting," Marshall said of the 15-25 mph (24-40 kph) northerly that will blow through Columbia. "The next six to 10 days will be quite cold."

On Thursday morning, sheriff's officers in Missouri's Christian County received reports of numerous accidents, but deputies couldn't get out to them.

"It was so slick we just had trouble going anywhere," said a deputy.



A quiet protest by students in Taipei, Taiwan, Thursday was in marked contrast to a violent

demonstration that welcomed a U.S. delegation to Taiwan Wednesday. Details on Page 11A.

UPI telephoto

Inside today

U.S. imports climb

The United States last month recorded a \$1.95 billion excess of imports over exports, pushing the trade deficit for the first 11 months of 1978 above the previous yearly record of \$26.5 billion for all of 1977. See Page 14A.

Tournament plans

In a joint announcement Thursday, Athletic Directors Dave Hart of Missouri and DeLoss Dodds of Kansas State announced that beginning in December 1979 the two universities will host two other schools in a two-day tourney in Kemper Arena. See Page 6A.